

# SIX FORKS ROAD | CORRIDOR STUDY

AN IMPLEMENTABLE PLAN  
FOR PEDESTRIAN SAFETY,  
MIDTOWN VITALITY,  
NEIGHBORHOOD IDENTITY AND  
MULTIMODAL CONNECTIVITY



DESIGN WORKSHOP / STANTEC + UDC

# TODAY'S AGENDA

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1. Recap previous public meetings and work done to date
2. Discuss findings from our analysis
3. Get your preferences on streetscape elements
4. Break into groups and discuss redevelopment patterns for specific parcels
5. Next steps

## EXTENT OF STUDY AREA



- Length of Corridor: 2.38 Miles
- Northern Boundary: Lynn Road Intersection
- Southern Boundary: Ramblewood Drive Intersection
- Annual daily traffic along corridor: 29,000 - 42,000
- Road Classification:
  - Principal Arterial (South of I-440)
  - Secondary Arterial (North of I-440)
- A mix of uses: Schools, churches, residential, office, and commercial



# PROJECT VISION - FROM RESIDENTS

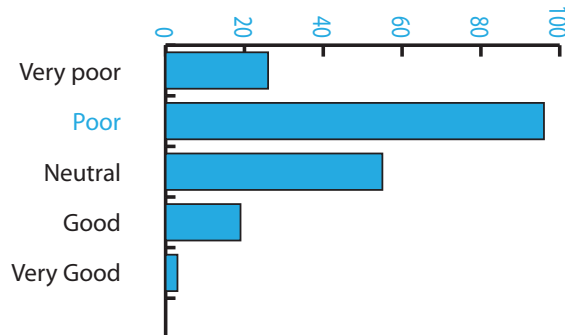


- A sense of place that is “Uniquely Midtown”
- Enhanced fluidity of movement
- Environmental sensitivity
- Connectivity for residents, workers, students, and visitors
- Transportation modes of all types
- Neighborhood gateways
- “An irresistible gathering place”

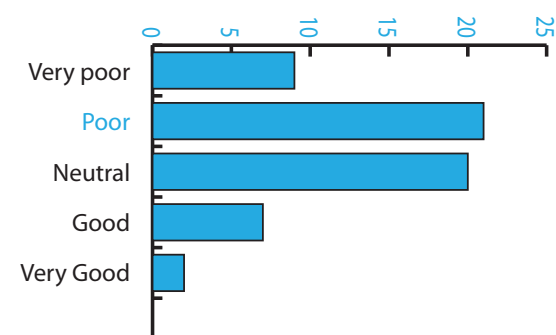


# SELECTED POLLING RESULTS

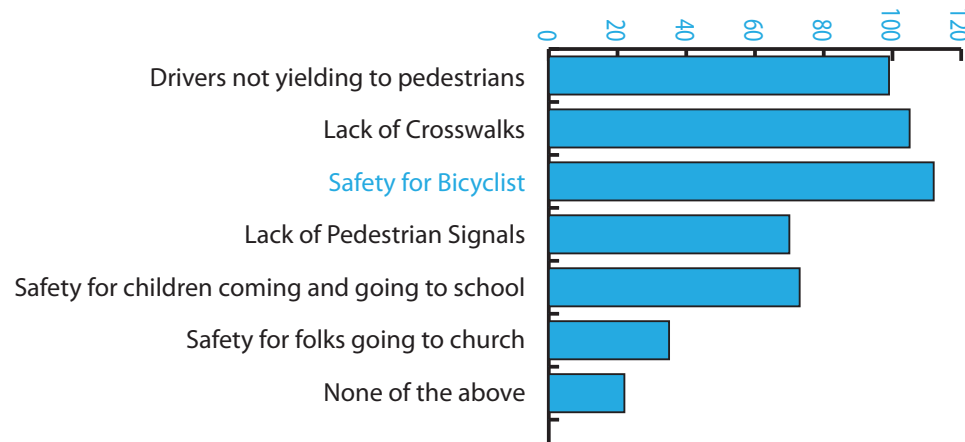
7. How would you rate the overall safety of Six Forks Road? (Choose one)



8. How would you rate the overall flow of traffic of Six Forks Road? (Choose one)

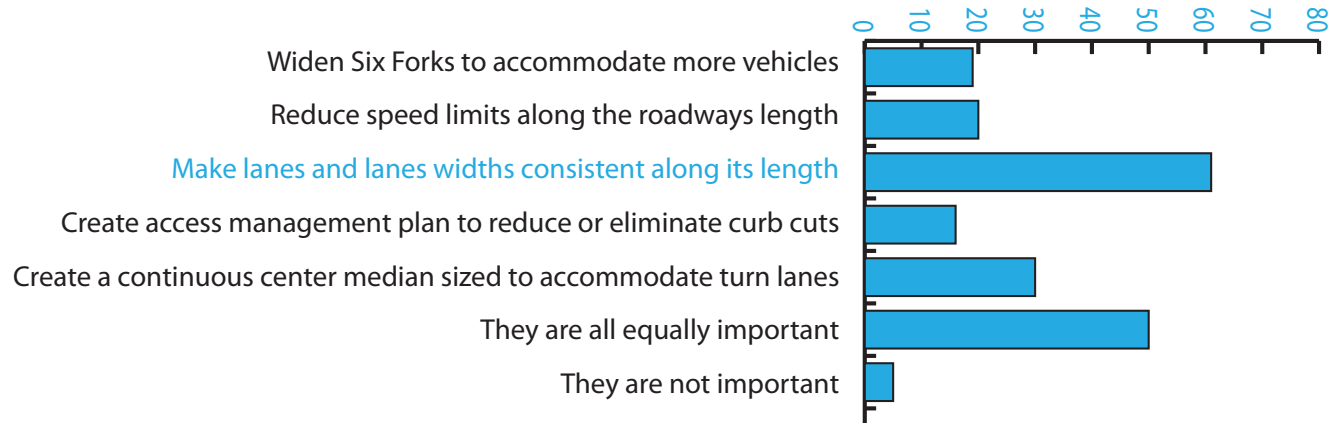


9. What safety issues concern you the most along Six Forks? (select all that apply)

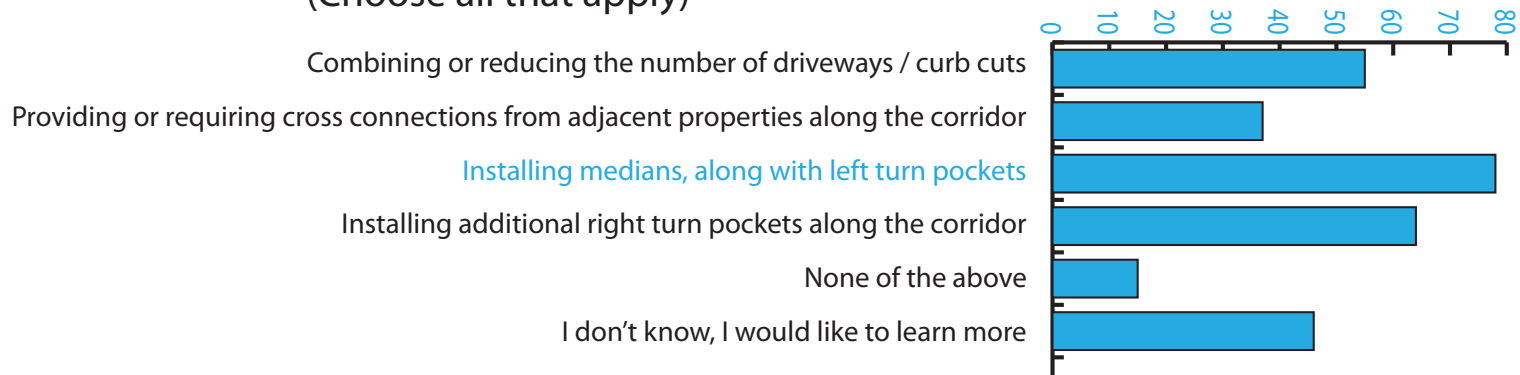


# SELECTED POLLING RESULTS

## 17. The most important Roadway Capacity fix is: (Choose 1)

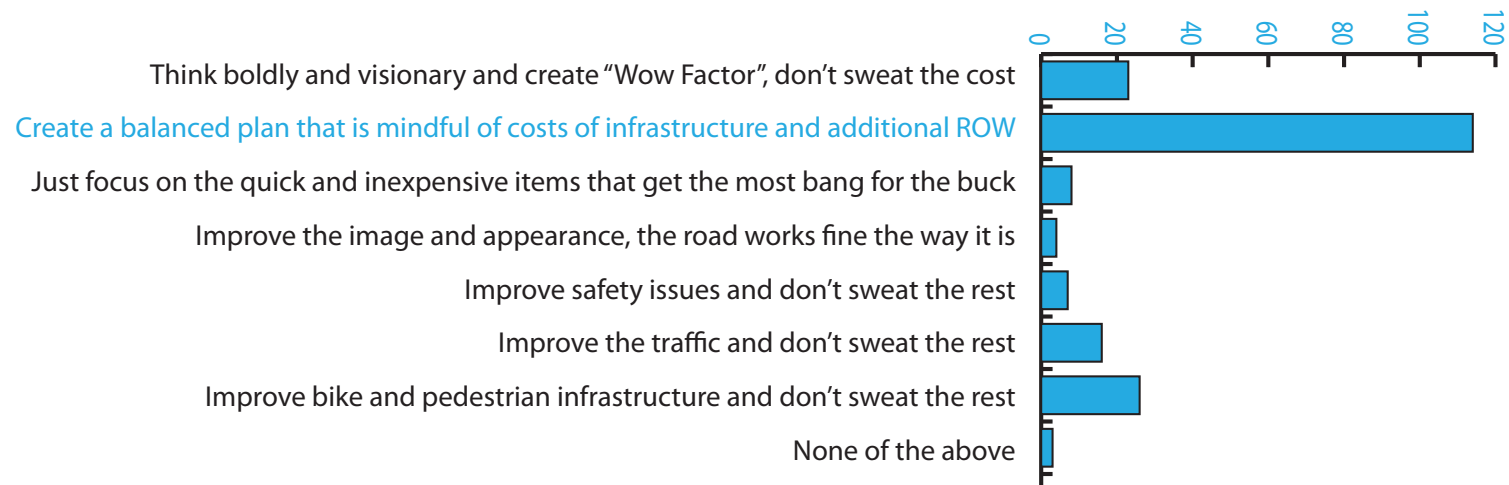


## 18. Which of the following access management strategies would you favor implementing along various segments of Six Forks? (Choose all that apply)



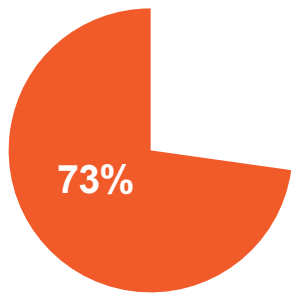
## SELECTED POLLING RESULTS

22. The most important mind-set that the planning team should bring to this study is: (Choose 1?)

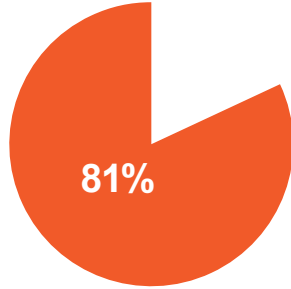




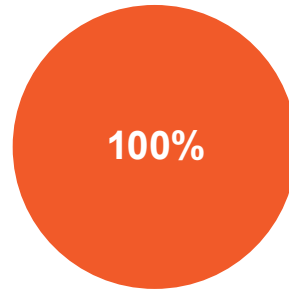
# STREET SECTION EXERCISE - COMMON ELEMENTS



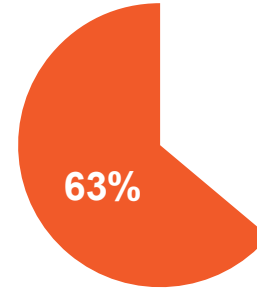
Increased Sidewalk Width



Median



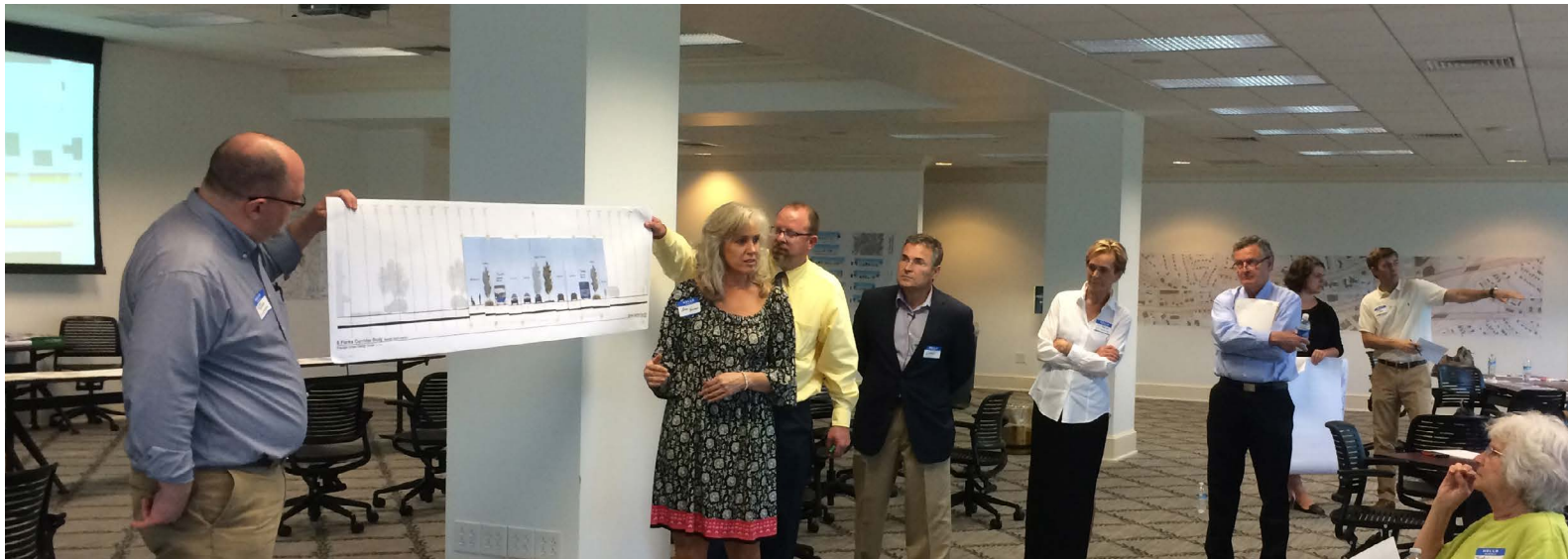
Bike Lane or Multi-use Path

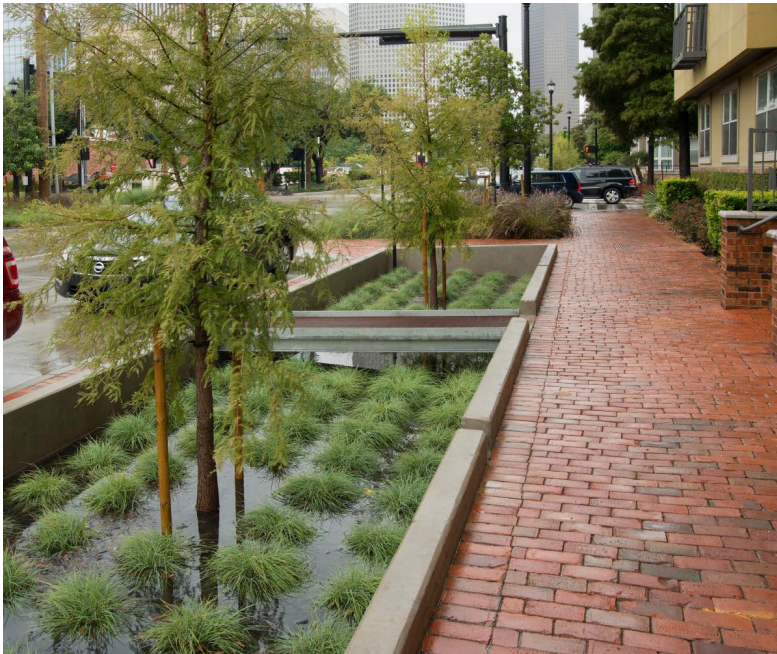


Expanded Planting Space



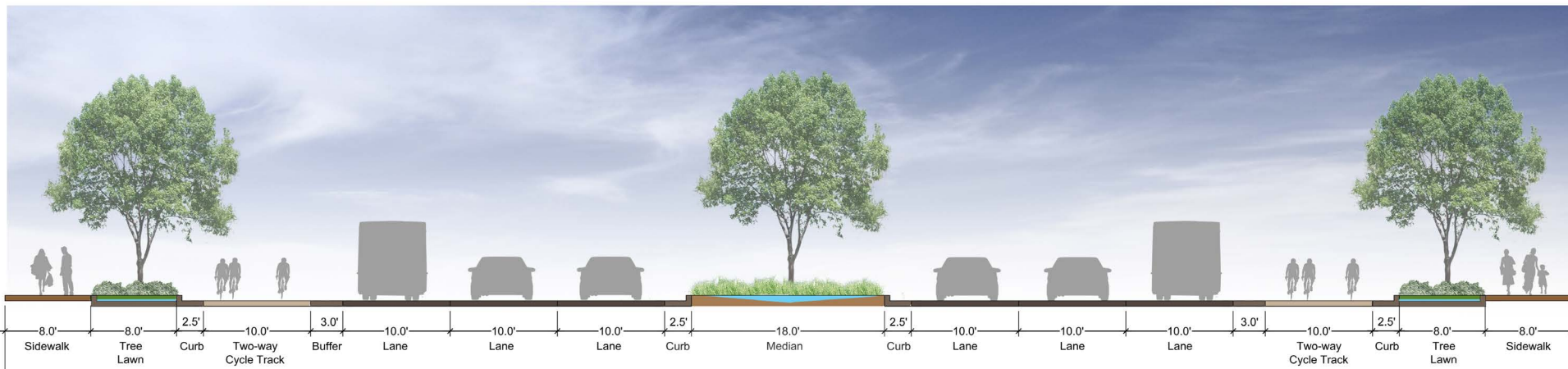
Additional Travel Lane





- Traffic Study revealed that a 6-lane cross section is required to handle future capacity and relieve current congestion
- Existing Bike and Pedestrian facilities are inadequate and require safety upgrades
- The future potential for development in the corridor is an opportunity
- We do not have space for everything

# SCENARIO 1- 146' WIDE SECTION



## 146' SECTION "Fully Loaded"

### Key Features:

- 10' Two-way Cycle Track with 3' Buffer on Both Sides
- 18' Median with Trees and Rain Garden
- 8' Tree Lawn/Rain Garden Separating Sidewalk
- 8' Sidewalk



# SCENARIO 1 - 146' WIDE SECTION



**25**

Structures ●

**481**

Parking Spaces ■

**14.38**

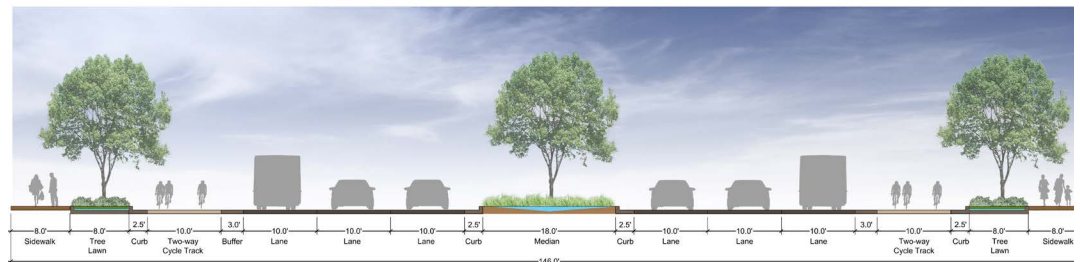
Acres of ROW Acquisition required

**4100**

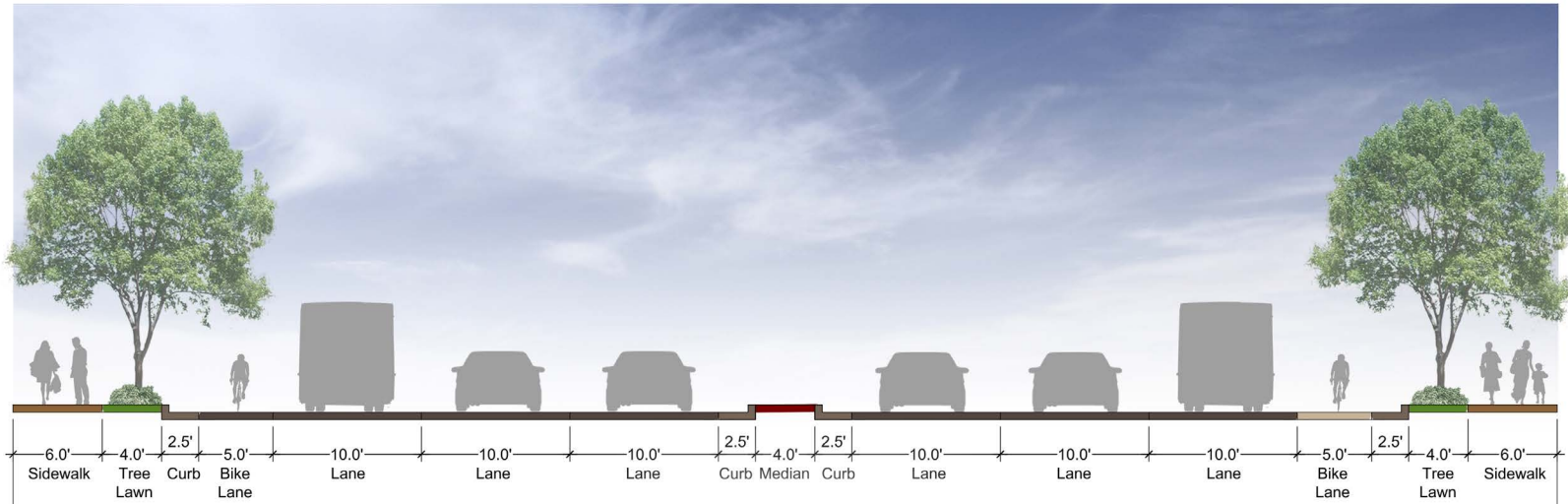
Lineal feet of retaining wall

**100%**

Powerlines relocated



## SCENARIO 2- 104' WIDE SECTION



### 104' SECTION "Maximize Efficiency"

#### Key Features:

- 5' Typical Bike Lane
- 4' Paved Median
- 4' Tree Lawn Separating Sidewalk
- 6' Sidewalk

## SCENARIO 2- 104' WIDE SECTION

0

Structures ●

65

Parking Spaces ■

3.74

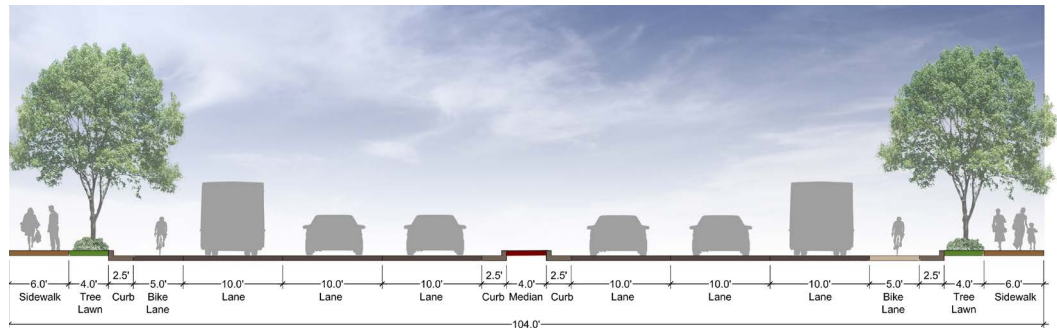
Acres of ROW Acquisition required

750

Lineal feet of retaining wall

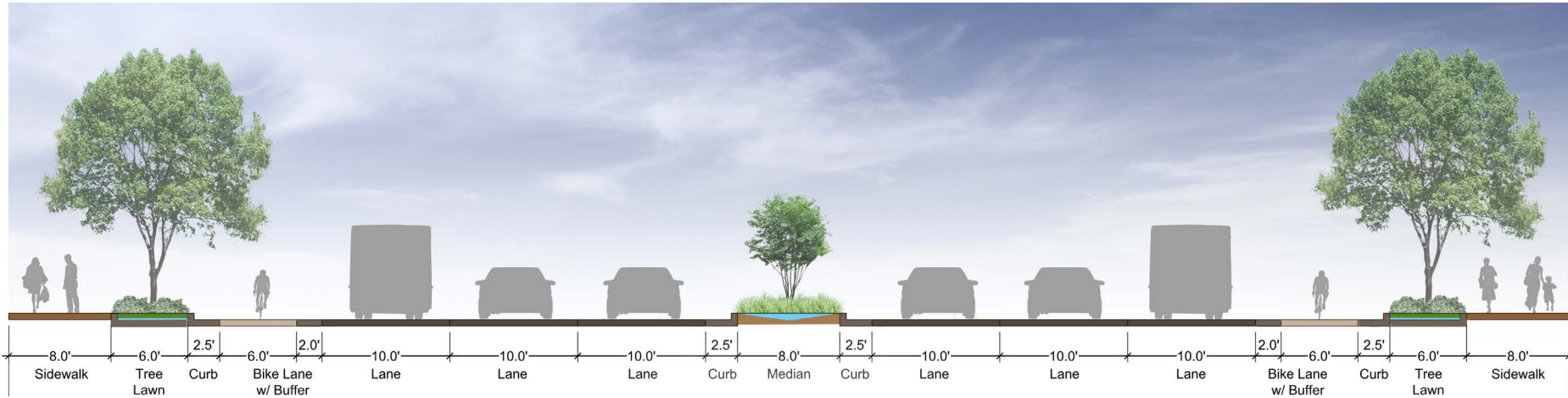
81%

Powerlines relocated





## SCENARIO 3- 124' WIDE SECTION



### 124' SECTION "Goldilocks"

#### Key Features:

- 6' Bike Lane with Buffer
- 8' Median with Shrubs, Small Trees, and Rain Gardens
- 6' Tree Lawn with Rain Gardens Separating Sidewalk
- 8' Sidewalk

# SCENARIO 3- 124' WIDE SECTION



0

Structures ●

200

Parking Spaces ■

7.42

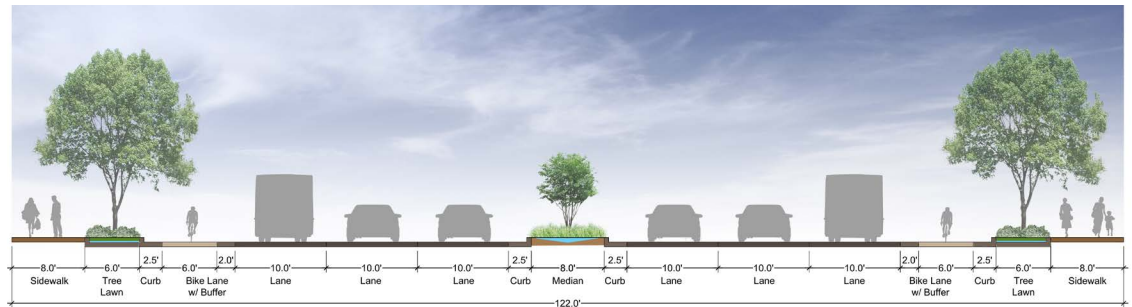
Acres of ROW Acquisition required

1902

Lineal feet of retaining wall

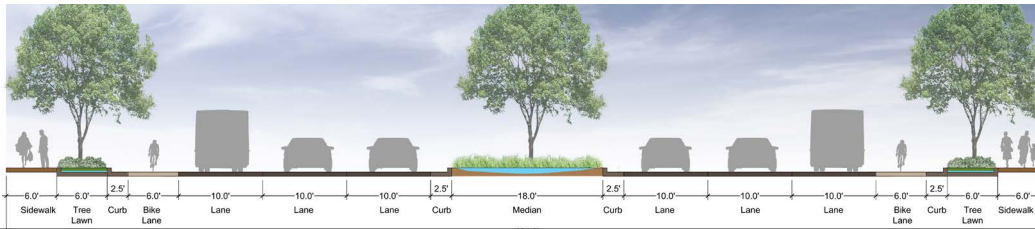
100%

Powerlines relocated



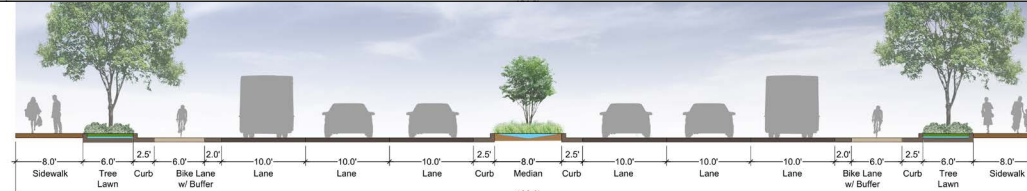
# SCENARIO 3 - MULTIPLE CONFIGURATIONS

1



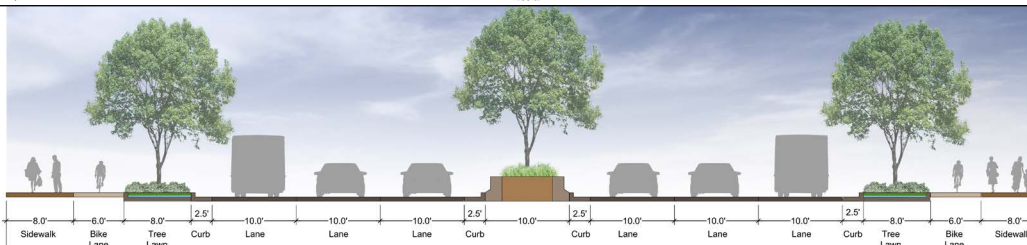
Wide Median,  
Minimum Bike/Ped  
widths

2



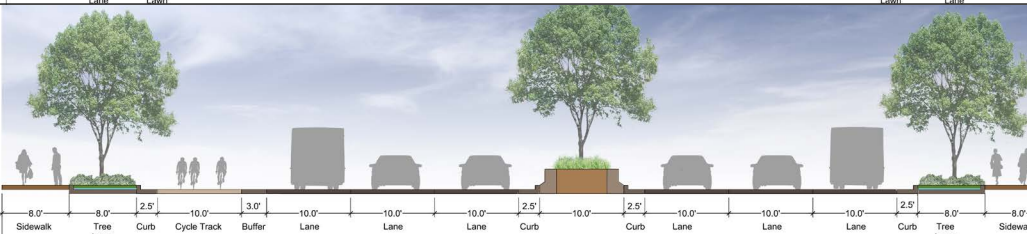
Small planted Median,  
Buffered bike lane, 8'  
sidewalks

3



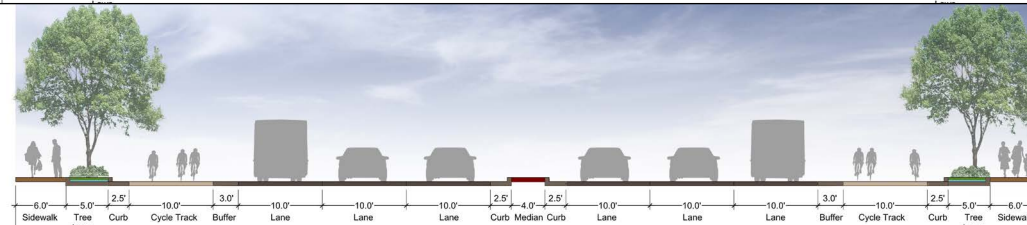
Armored Median,  
Elevated Bike Lanes,  
8' Sidewalk

4



Armored Median, Two-  
Way Cycle Track on One  
Side, 8' Sidewalk

5



Small, Paved  
Median, Two-Way Cycle  
Track on both sides,  
minimum pedestrian area



# MEDIANS



## MEDIANS - 18' - 20' WITH TREES





## MEDIANS - 10' - 12' ARMORED



# MEDIANS - 8' - 10' WITH SMALL TREES AND SHRUBS



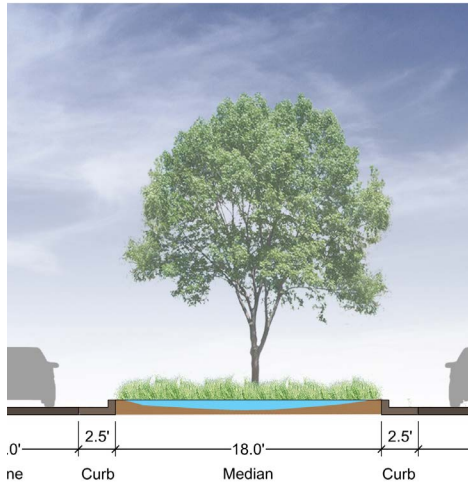


## MEDIANS - 4' - 6' PAVED



# MEDIANS

1



18' - 20'  
with Trees

2



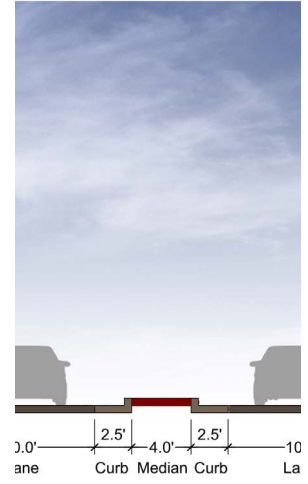
10' - 12'  
Armored  
with Trees

3



8' - 10' with  
Small Trees  
and Shrubs

4



4' - 6' Paved

# BIKE AND PEDESTRIAN FACILITIES





# BIKE AND PEDESTRIAN FACILITIES

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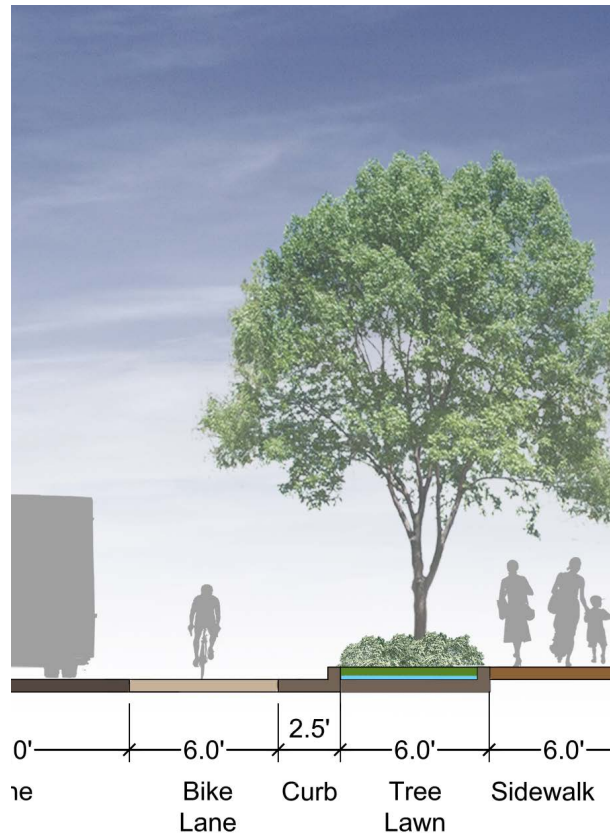


# BIKE LANES

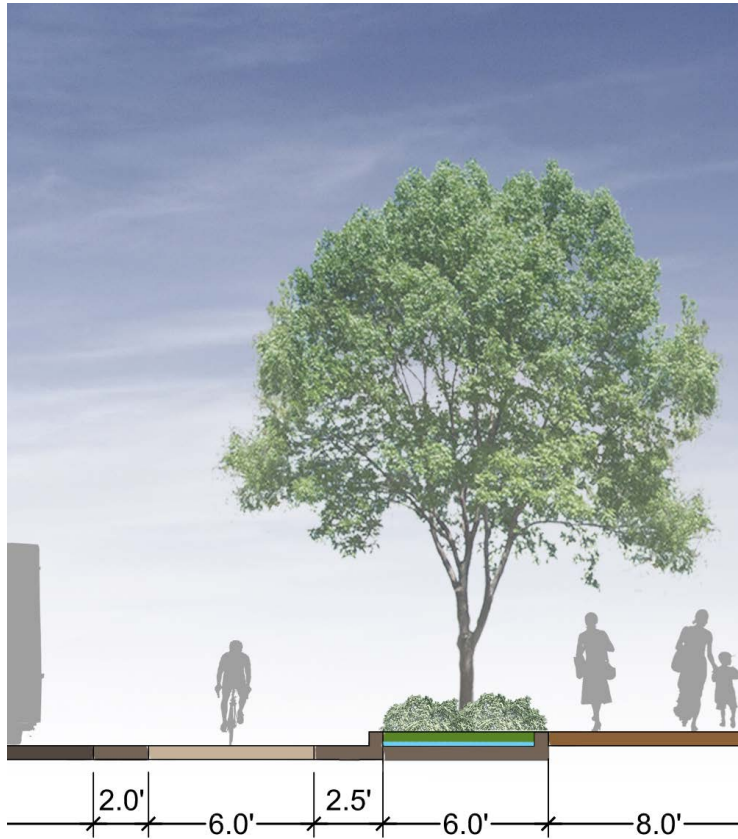




# BIKE LANES - TYPICAL



# BIKE LANES - BUFFERED





# BIKE LANES - TYPES OF BUFFERS



Knock-down  
Bollards



Raised Curb



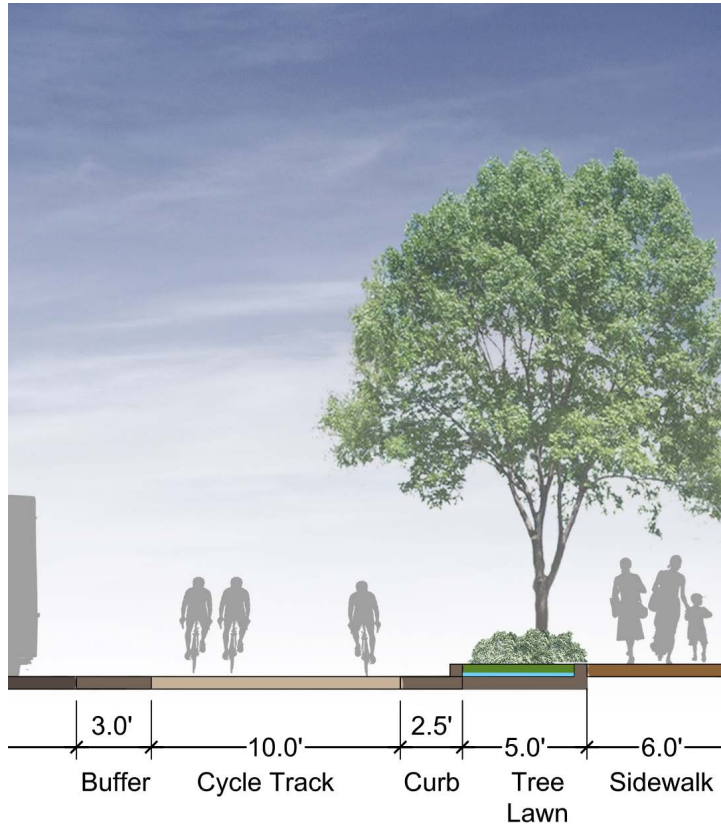
3' wide Planter

# BIKE LANES - ELEVATED FROM TRAFFIC



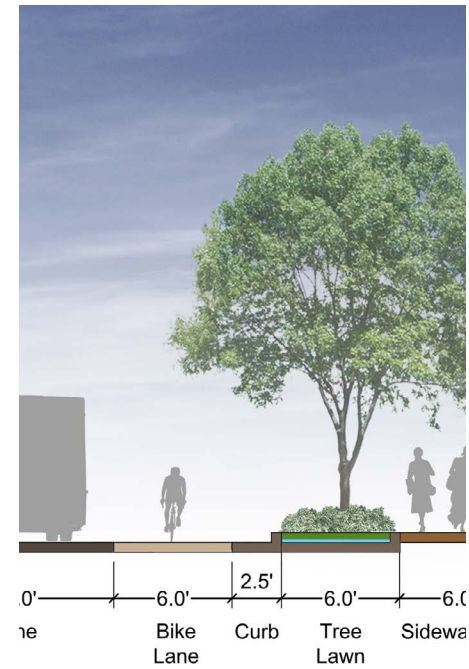


# BIKE LANES - TWO-WAY CYCLE TRACK



# BIKE LANES

1



Typical

2



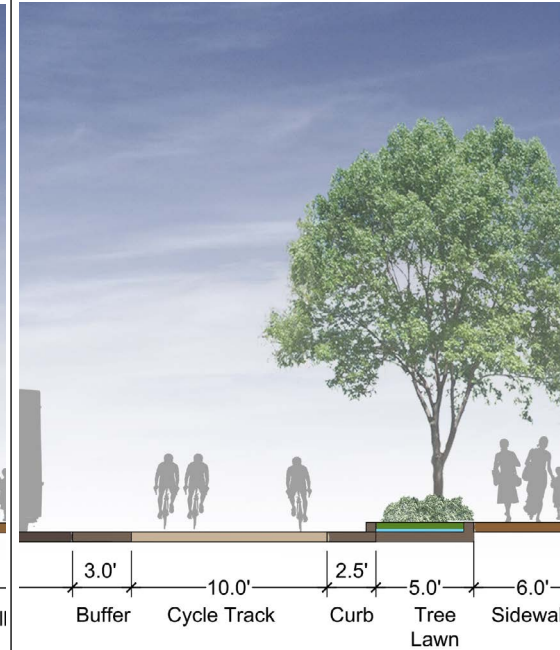
Buffered

3



Elevated  
above Traffic

4



Two-Way  
Cycle Track



# SIDEWALK ENVIRONMENT

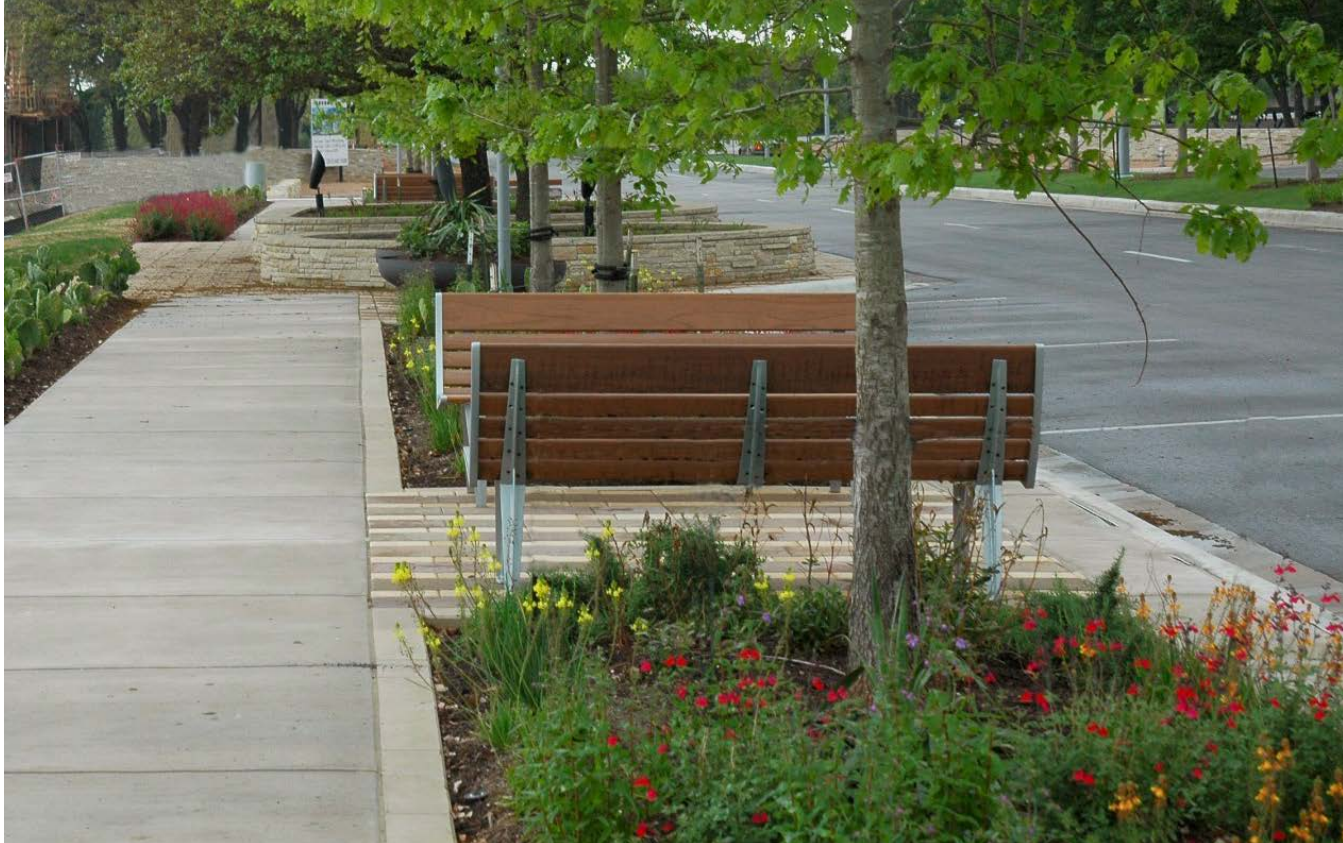


12 - 18' Paved Space with Tree Grates and Seating = More Urban Character



# SIDEWALK ENVIRONMENT

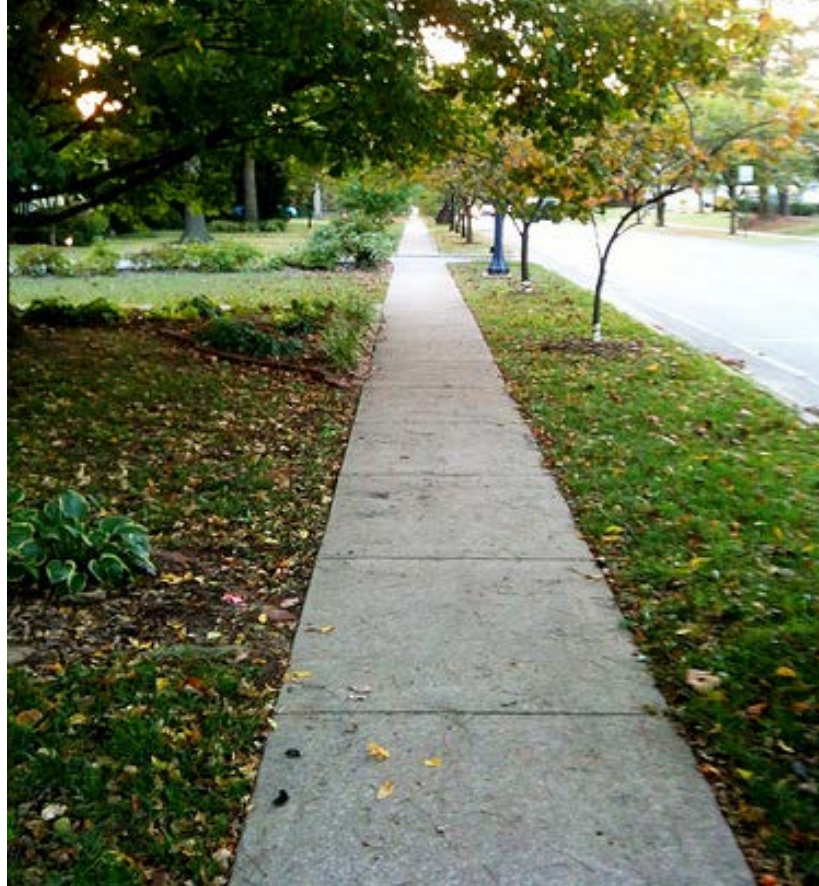
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6' - 10' Sidewalk with a 6'- 8' Tree Lawn/Planter and Occasional Seating = Less Urban

# SIDEWALK ENVIRONMENT

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5' - 8' Sidewalk with a 6' - 8' Tree Lawn = More Suburban Character



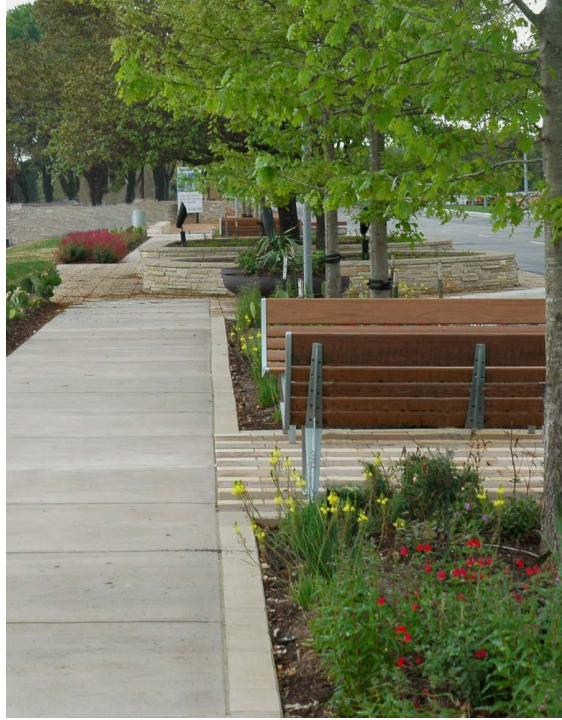
# SIDEWALK ENVIRONMENT

1



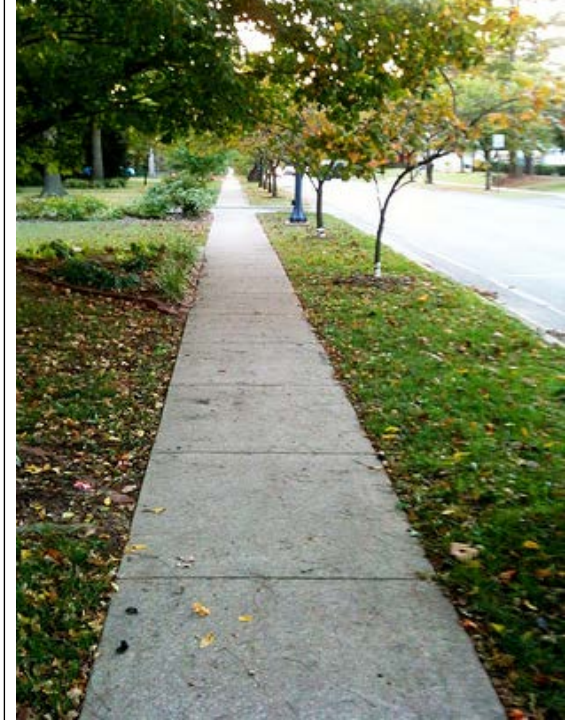
More Urban  
Character

2



Somewhere in the  
Middle

3

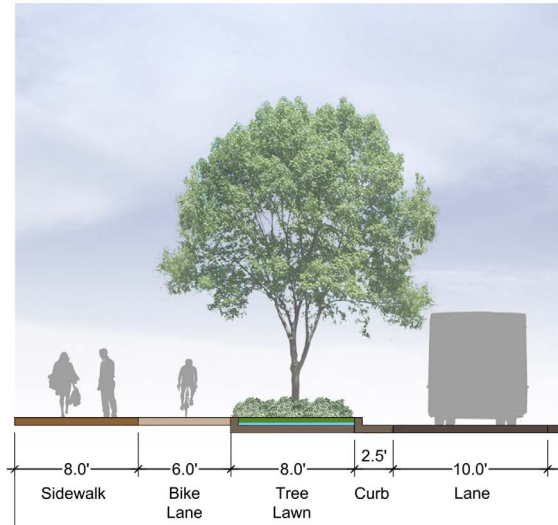


More Suburban  
Character



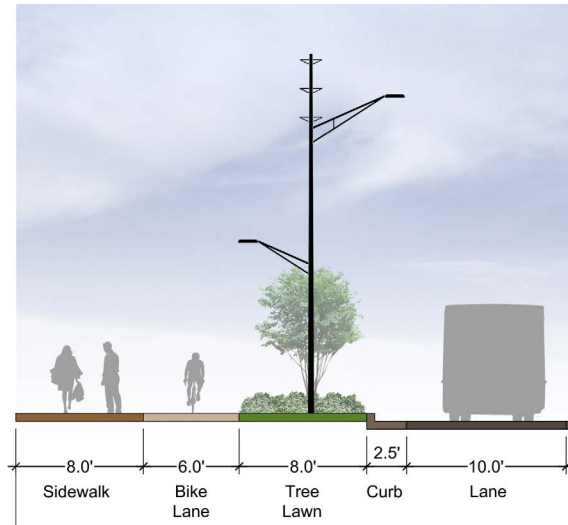
# POWERLINE LOCATION OPTIONS

1



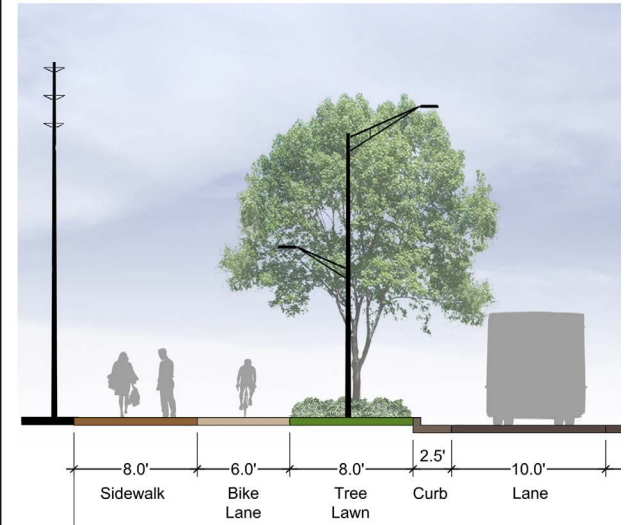
Underground Power  
Lines

2



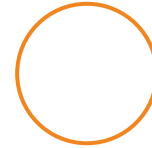
Consolidate Power  
Lines in Tree Lawn

3

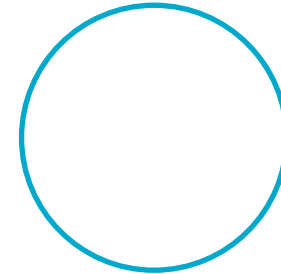


Purchase Additional  
Right of Way and  
Locate Power Lines on  
Edge

# BUS STOP LOCATIONS



1/8 of a Mile Radius

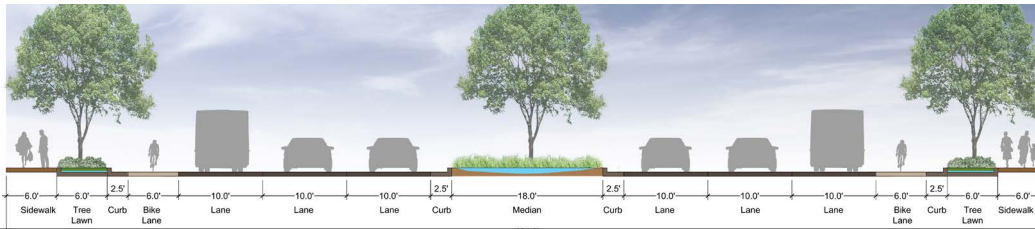


1/4 of a Mile Radius



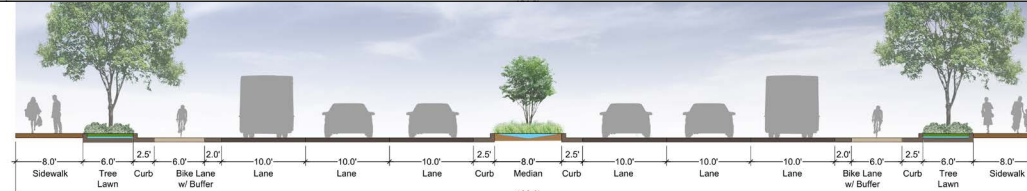
# SCENARIO 3 - MULTIPLE CONFIGURATIONS

1



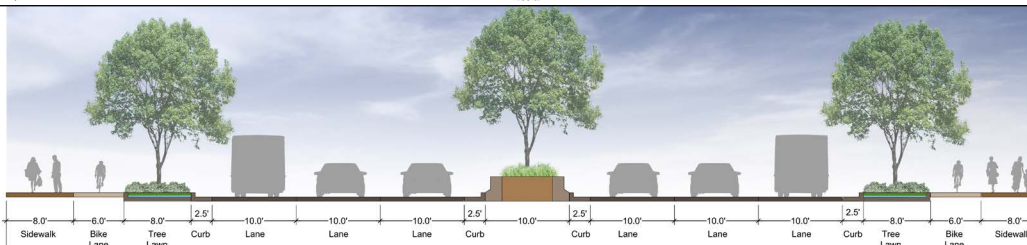
Wide Median,  
Minimum Bike/Ped  
widths

2



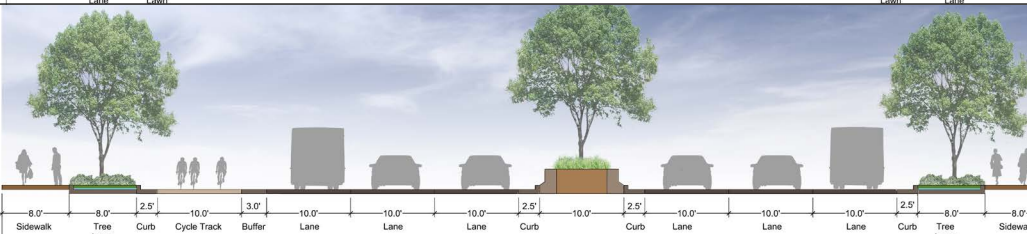
Small planted Median,  
Buffered bike lane, 8'  
sidewalks

3



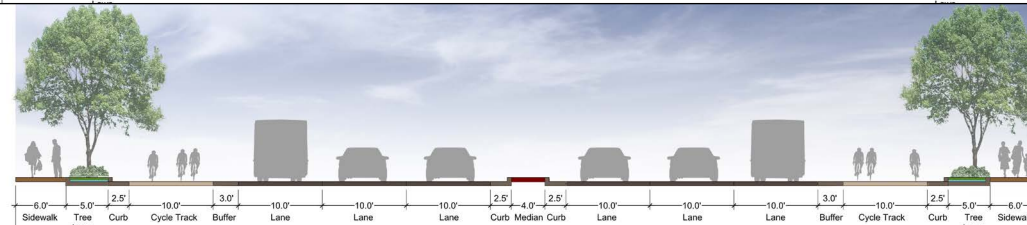
Armored Median,  
Elevated Bike Lanes,  
8' Sidewalk

4



Armored Median, Two-  
Way Cycle Track on One  
Side, 8' Sidewalk

5



Small, Paved  
Median, Two-Way Cycle  
Track on both sides,  
minimum pedestrian area



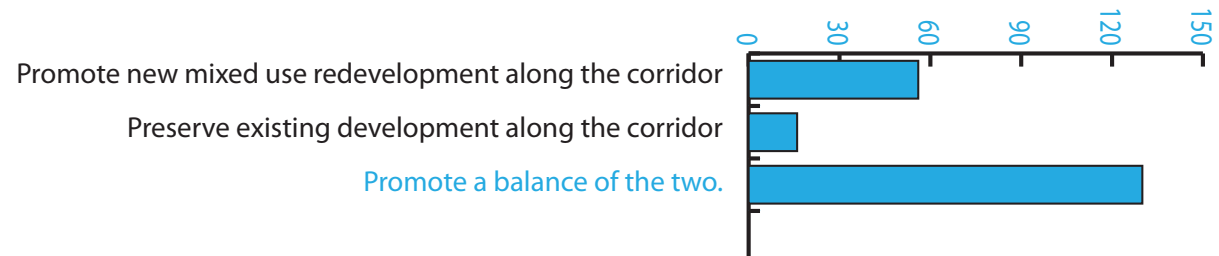
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# REDEVELOPEMENT OPPORTUNITIES

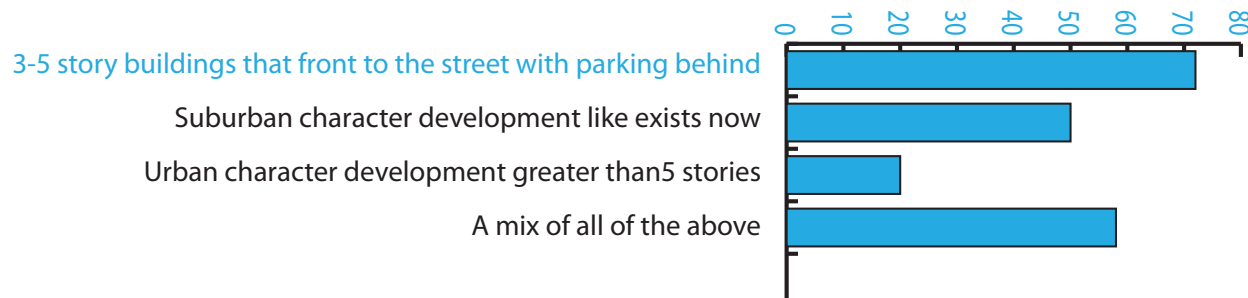


# SELECTED POLLING RESULTS

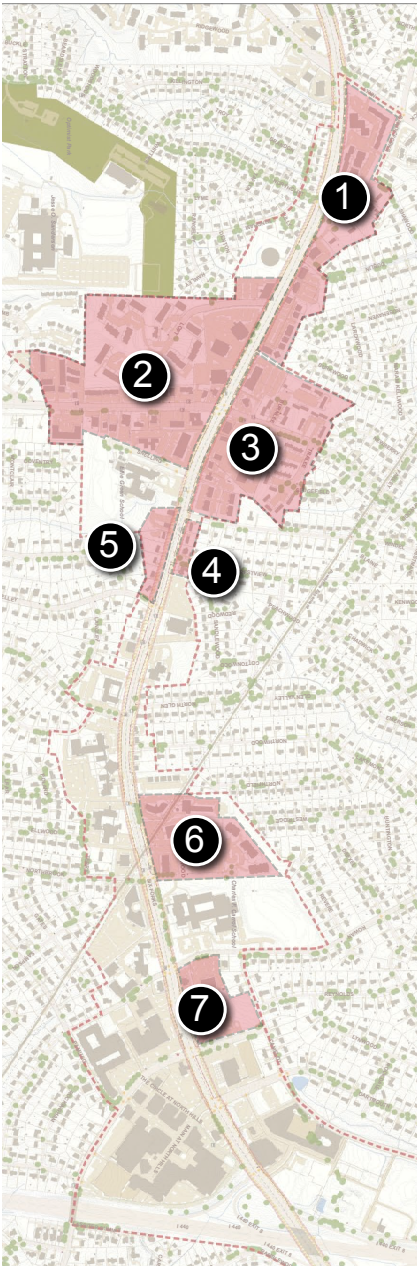
19. The most important Land Use fix is: (choose 1)



20. If redevelopment were to occur, I think the character should be:  
(Choose 1)



# REDEVELOPMENT SITES



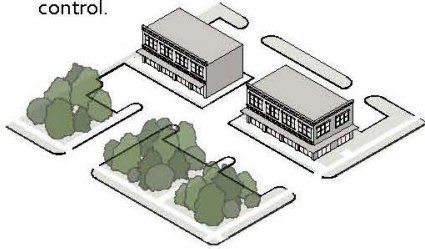
- ① Sandy Forks Site
- ② Loft Road / Millbrook Road Site
- ③ Millbrook Shopping Center Site
- ④ Crestview Residential Sites
- ⑤ Effie Green School / Shelly Road Residential Sites
- ⑥ Northbrook Drive / Homewood Road Site
- ⑦ East Rowan Street Site



## Article 3.4. Frontage Requirements

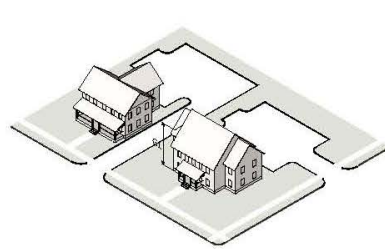
### Sec. 3.4.1. Purpose and Intent

Frontages link a desired development pattern with specific form requirements that mandate the type of development desired along the street edge. Frontages place different requirements from the base dimensional standards. Where there is a conflict between the base dimensional standards and the frontage requirements, the frontage requirements control.



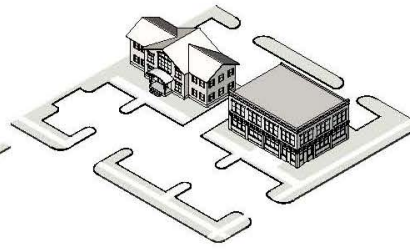
#### A. Parkway (-PK)

The -PK Frontage is intended to provide a heavily landscaped buffer between the roadway and adjacent development to ensure a continuous green corridor along the street right-of-way.



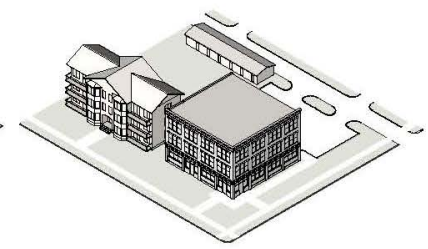
#### B. Detached (-DE)

The -DE Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. Accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way.



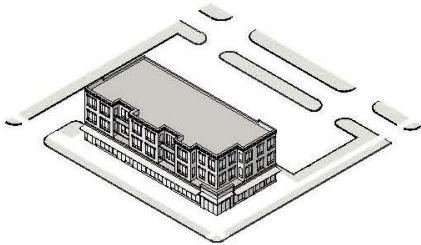
#### C. Parking Limited (-PL)

The -PL Frontage is intended for areas where access to buildings by automobile is desired but where some level of walkability is maintained. Permits a maximum of 2 bays of on-site parking with a single drive aisle between the building and the street right-of-way.



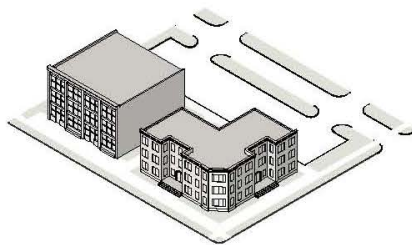
#### D. Green (-GR)

The -GR Frontage is intended for areas where it is desirable to locate buildings close to the street, but where parking between the building and street is not permitted. Requires a landscaped area between the building and the street right-of-way.



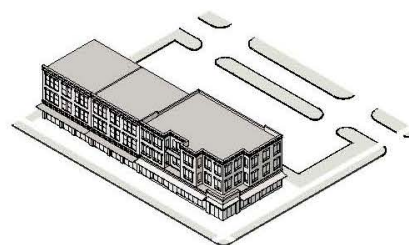
#### E. Urban Limited (-UL)

The -UL Frontage is intended for areas where parking between the building and street is not allowed. Buildings about the street and sidewalk but to balance the needs of both the pedestrian and automobile lower street wall continuity is required.



#### F. Urban General (-UG)

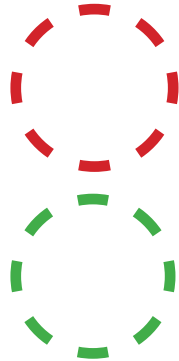
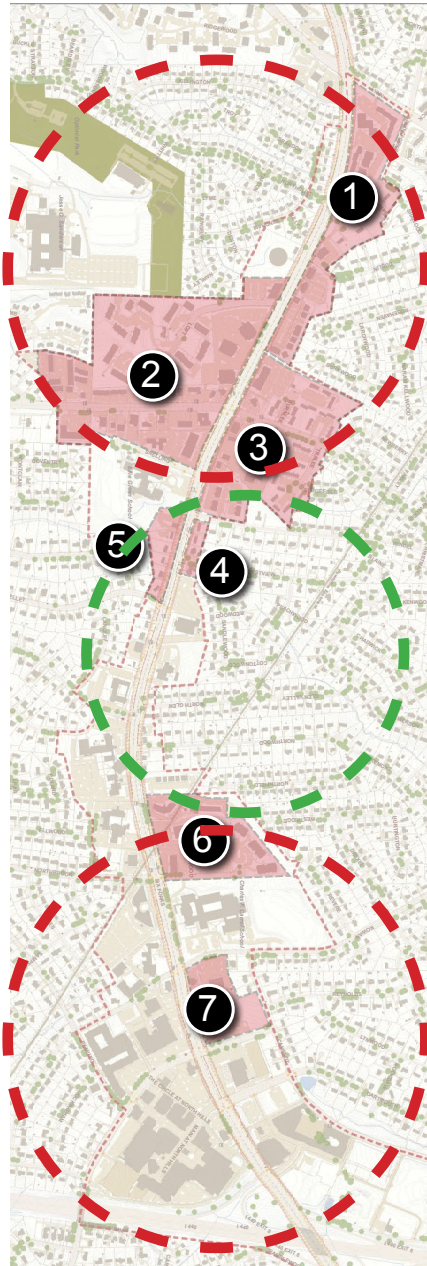
The -UG Frontage is also intended for areas where parking between the building and street is not allowed. Buildings about the street and sidewalk but higher street wall continuity is required than the -UL Frontage.



#### G. Shopfront (-SH)

The -SH Frontage is for intended for areas where the highest level of walkability is desired. The -SH Frontage is intended to create a "main street" type of environment; therefore, mixed use buildings are the primary building type allowed.

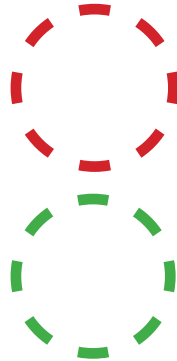
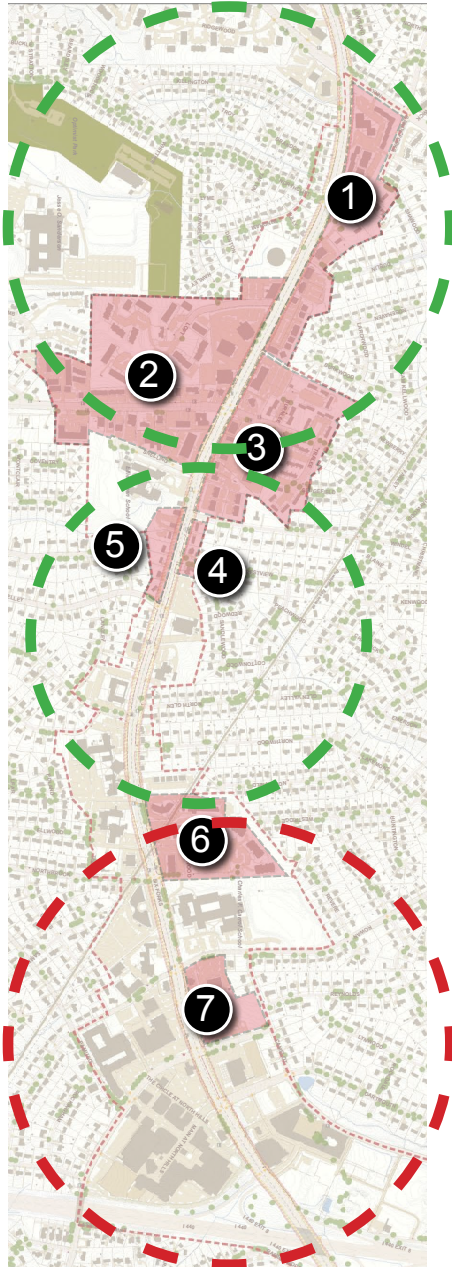
# REDEVELOPMENT SITES



More Dense, Higher Buildings, Urban Character and Form

Less Dense, Medium Buildings, Less Urban

# REDEVELOPMENT SITES

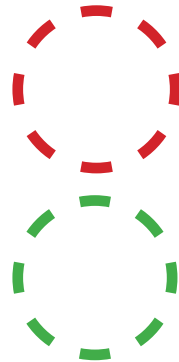
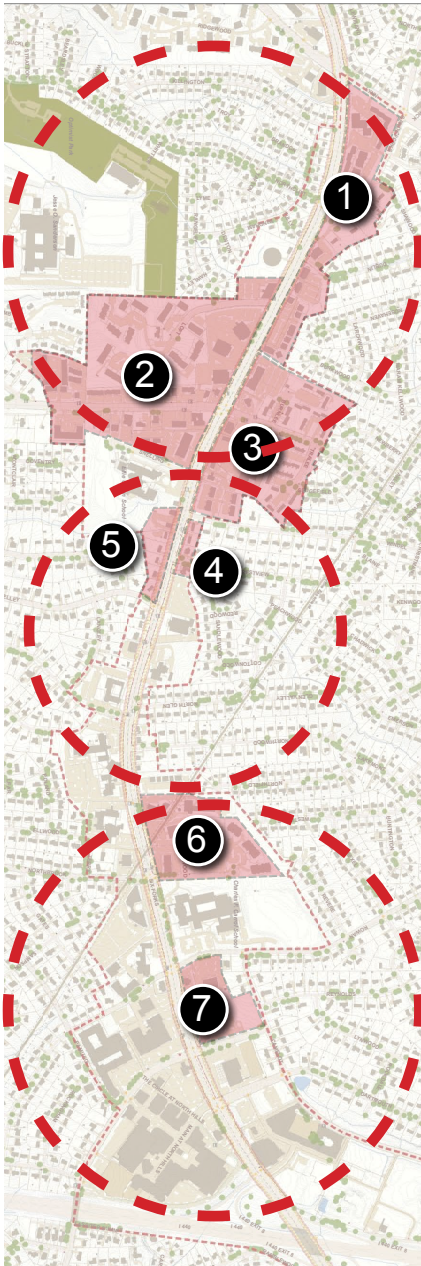


More Dense, Higher Buildings, Urban Character and Form

Less Dense, Medium Buildings, Less Urban



# REDEVELOPMENT SITES

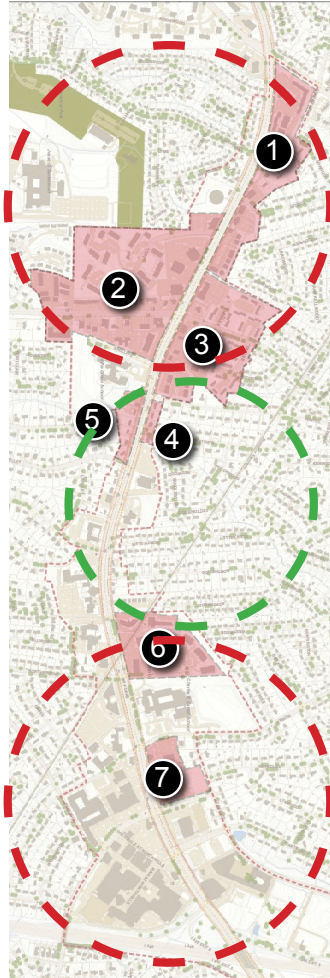


More Dense, Higher Buildings, Urban Character and Form

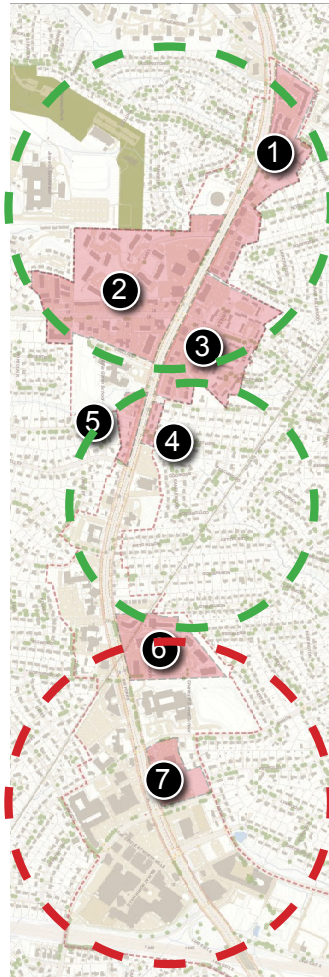
Less Dense, Medium Buildings, Less Urban

# REDEVELOPMENT SITES

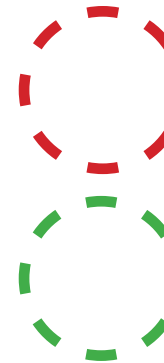
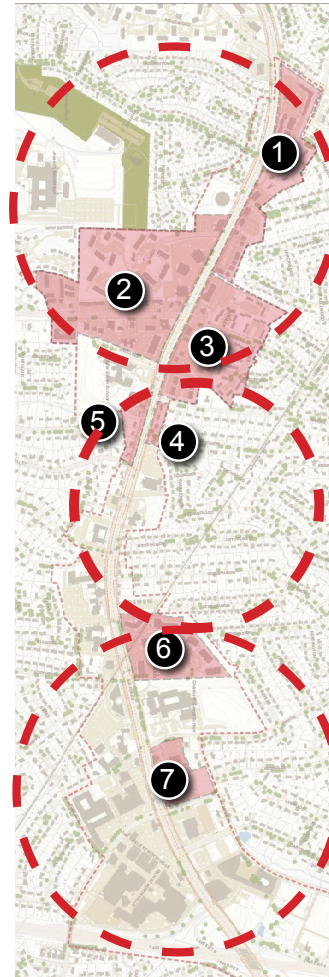
1



2



3



More Dense,  
Higher Buildings,  
Urban Character  
and Form

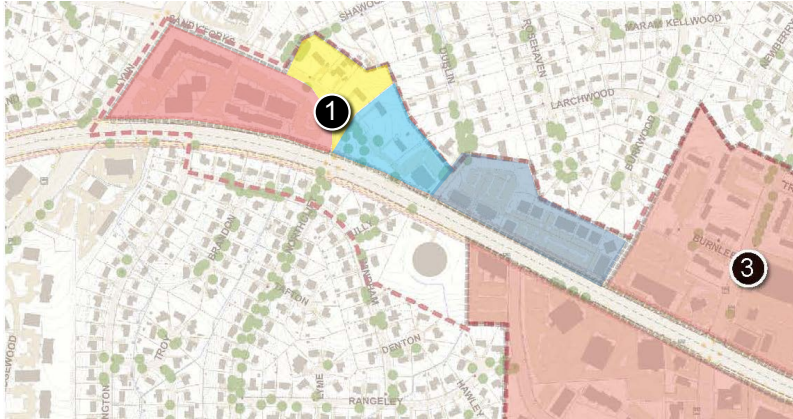
Less Dense,  
Medium  
Buildings, Less  
Urban



# REDEVELOPMENT SITES

Allowable Height or Yield Based on 2030 Plan Future Land Use:

Neighborhood Retail Mixed Use:	3 - 4 stories
Office and Residential Mixed Use:	5 stories office - 4 stories residential
Office / Research & Development:	4 - 7 stories
Moderate Density Residential:	14 du/acre



## ① Sandy Forks Site:

Size: 23 acres

Existing Land Use:

- Older Low Density Retail and Commercial
- Older Single Family Residential

Future Land Use in 2030 Comprehensive Plan:

- Neighborhood Retail Mixed Use
- Office and Residential Mixed Use
- Office / Research & Development
- Moderate Density Residential

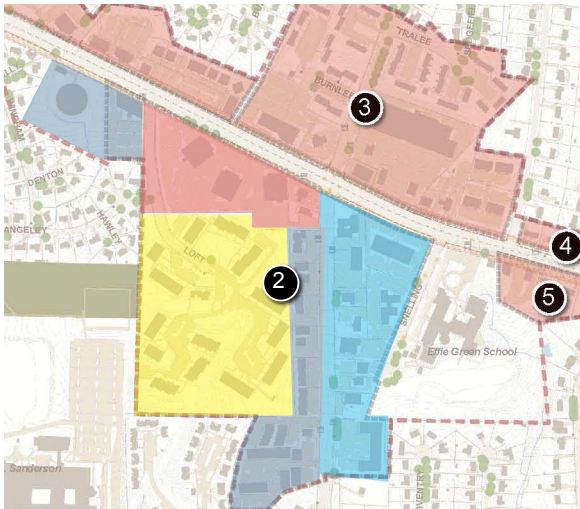
Opportunity

- Location along Spring Forest Road and Six Forks Road
- Older development is ripe for renewal
- Potential Gateway type development site
- Capacity for more mix of uses - vertical and horizontal





# REDEVELOPMENT SITES



Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Neighborhood Retail Mixed Use:	3 - 4 stories
Office and Residential Mixed Use:	5 stories office - 4 stories residential
Office / Research & Development:	4 - 7 stories
Moderate Density Residential:	14 du/acre



## ② Loft Road / Millbrook Road Site:

Size: 56 acres

Existing Land Use:

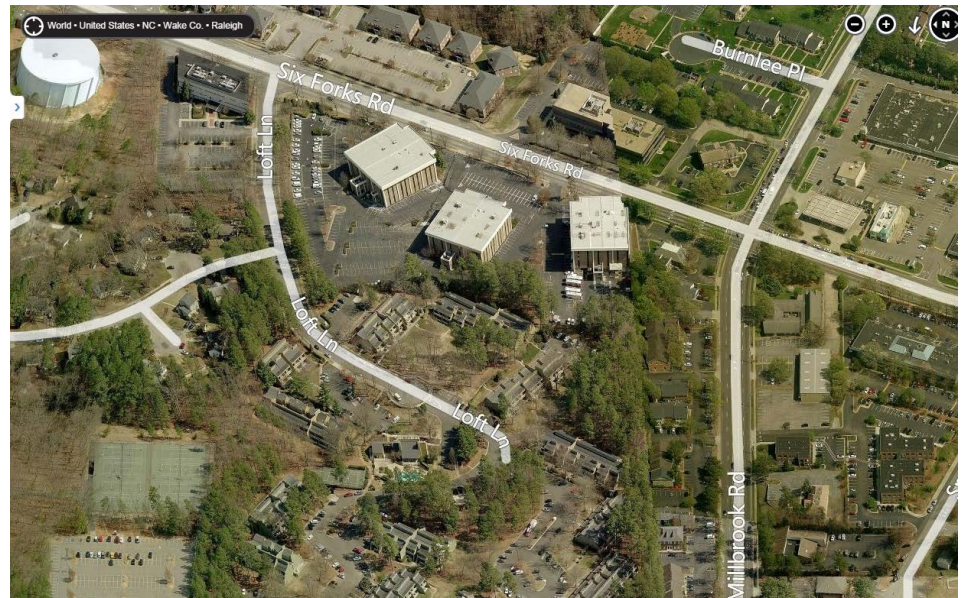
- Older Low Density Commercial, Office and Public Services
- Older Medium Density MF Residential

Future Land Use in 2030 Comprehensive Plan:

- Neighborhood Retail Mixed Use
- Office / Research & Development
- Office and Residential Mixed Use
- Moderate Density Residential

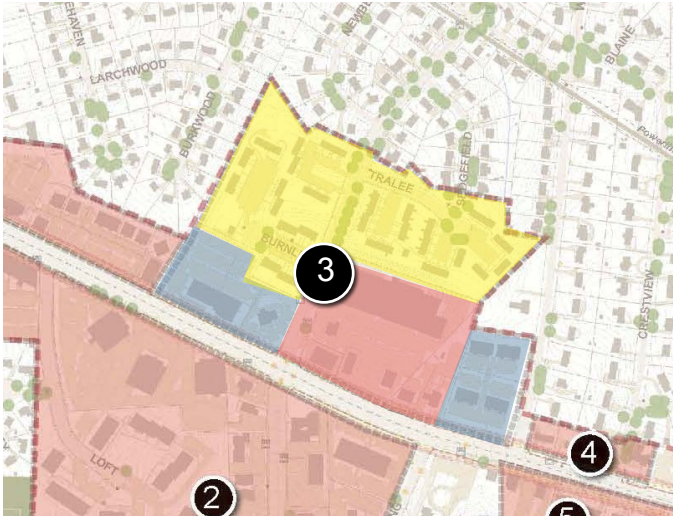
Opportunity:

- Location at Millbrook Road and Six Forks Road
- Older development is ripe for renewal
- Large enough for walkable center type development
- Capacity for more mix of uses - vertical and horizontal





# REDEVELOPMENT SITES



## ③ Millbrook Shopping Center Site:

Size: 31 acres

Existing Land Use:

- Older Low Density Commercial, Office and Public Services
- Older Medium Density MF Residential

Future Land Use in 2030 Comprehensive Plan:

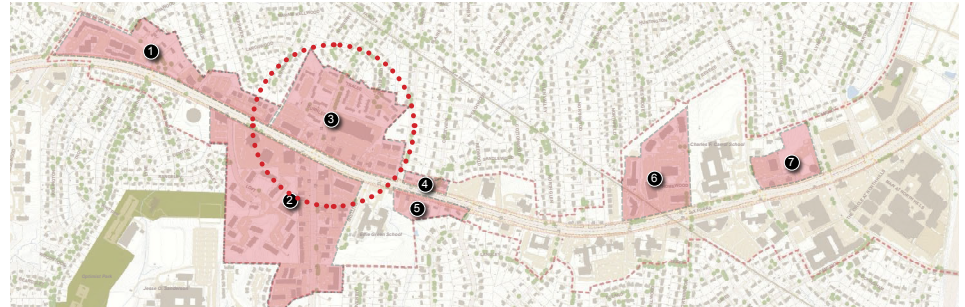
- Neighborhood Retail Mixed Use
- Office / Research & Development
- Moderate Density Residential

Opportunity:

- Location at Millbrook Road and Six Forks Road
- Older development is ripe for renewal
- Large enough for walkable center type development
- Capacity for more mix of uses - vertical and horizontal

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Neighborhood Retail Mixed Use:	2 - 5 stories
Office / Research & Development:	4 - 7 stories
Moderate Density Residential:	14 du/acre



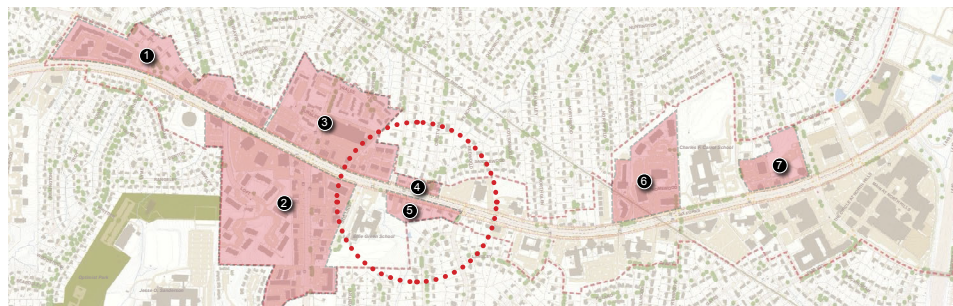


# REDEVELOPMENT SITES



Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Low Density Residential: 1 - 6 du/acre



## 4 Crestview Residential Site:

Size: 2 acres

Existing Land Use:

- Older Residential that fronts onto Six Forks Road

Future Land Use in 2030 Comprehensive Plan:

- Low Density Residential

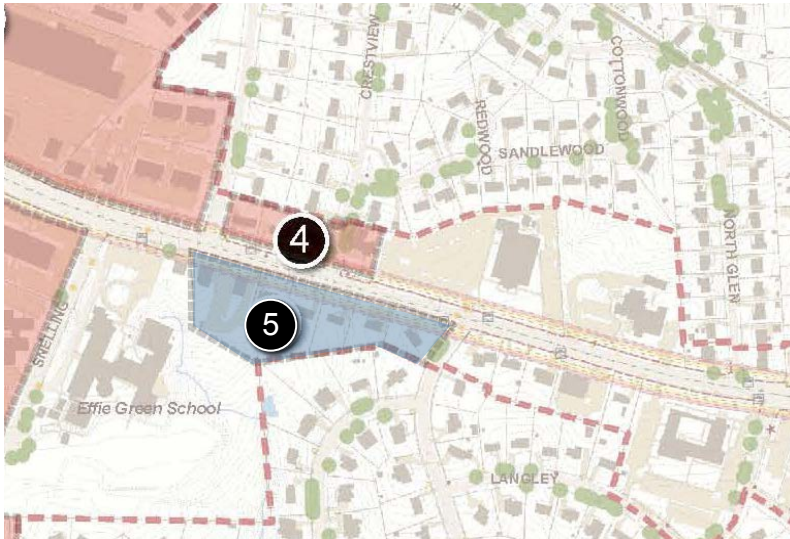
Opportunity:

- Shallow lot dimension (150 feet) limits opportunity
- Any roadway expansion would make it more difficult
- May accommodate row of MF housing or commercial or office uses with parking under or behind
- May accommodate park uses



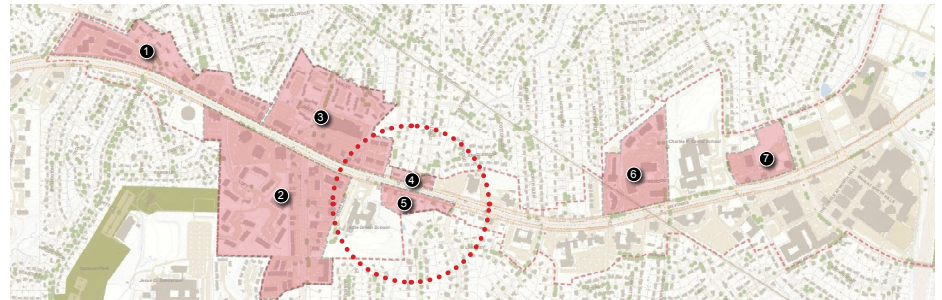


# REDEVELOPMENT SITES



Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Office / Research & Development: 4 - 7 stories



## 5 Effie Green School / Shelly Road Residential Sites:

Size: 4.6 acres

Existing Land Use:

- Older Residential that fronts onto Six Forks Road

Future Land Use in 2030 Comprehensive Plan:

- Office/Research & Development

Opportunity:

- Limited access off of Shelly Road
- Shallow lot dimension (150 - 250 feet) limits opportunity
- Any roadway expansion would make it more difficult
- May accommodate MF housing, Commercial or Office / Research uses with parking under or behind
- May accommodate park uses

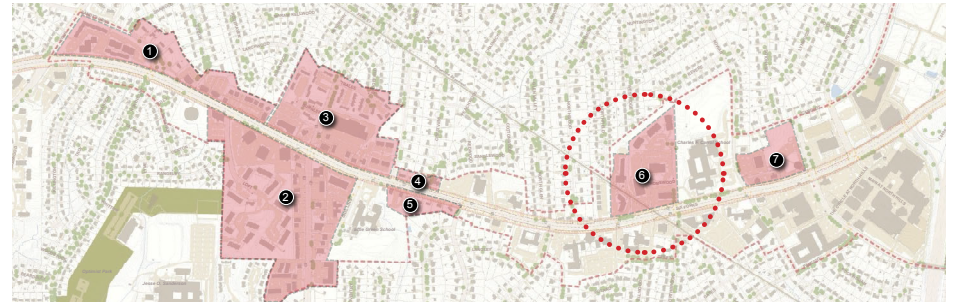




# REDEVELOPMENT SITES

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Office / Research & Development: 4 - 7 stories



## ⑥ Northbrook Drive / Homewood Road Site:

Size: 24 acres

Existing Land Use:

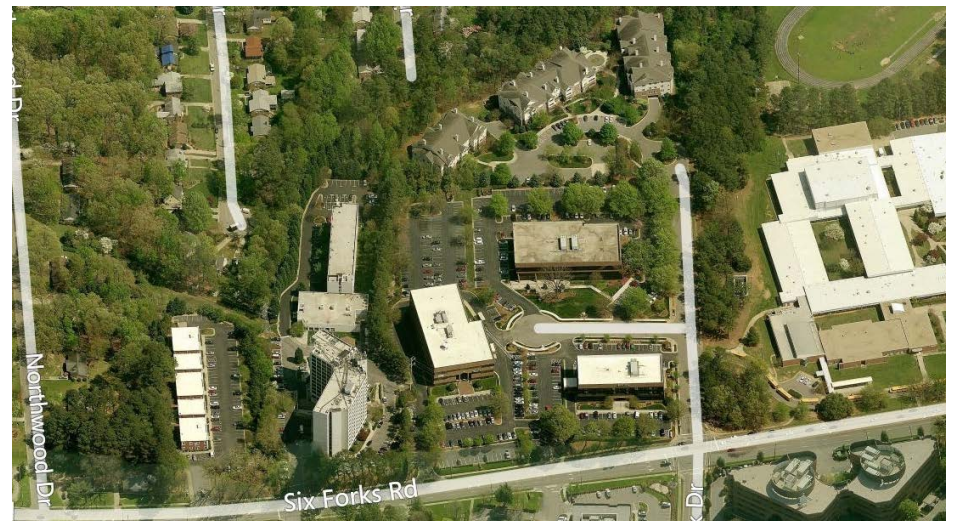
- Office Campus

Future Land Use in 2030 Comprehensive Plan:

- Office/Research & Development

Opportunity:

- Property width and depth allow for walkable development
- Opportunity for Mixed Use - vertical and horizontal
- Street connection to Residential Neighborhood creates walkable and bikeable destination

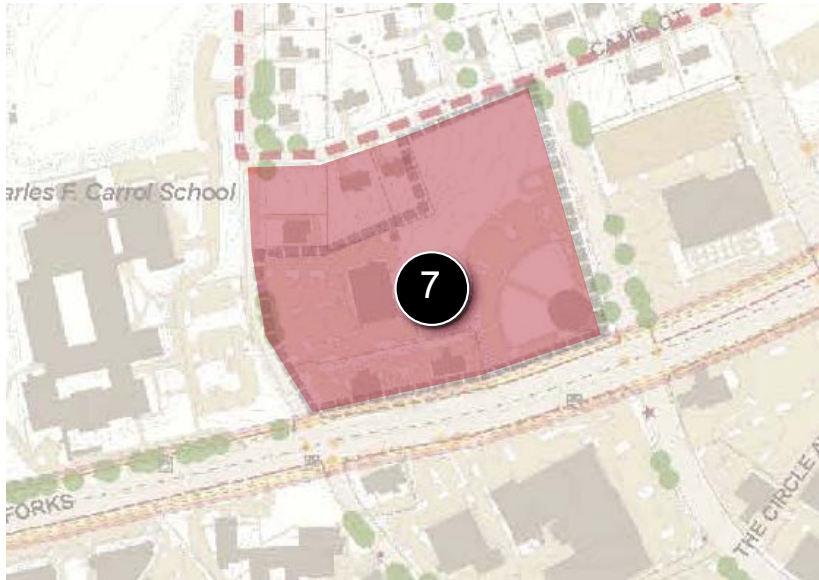




# REDEVELOPMENT SITES

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Regional Retail Mixed Use: 4 - 7 stories




## ⑦ East Rowan StreetNorthbrook Drive / Homewood Road Site:

Size: 12 acres

Existing Land Use:

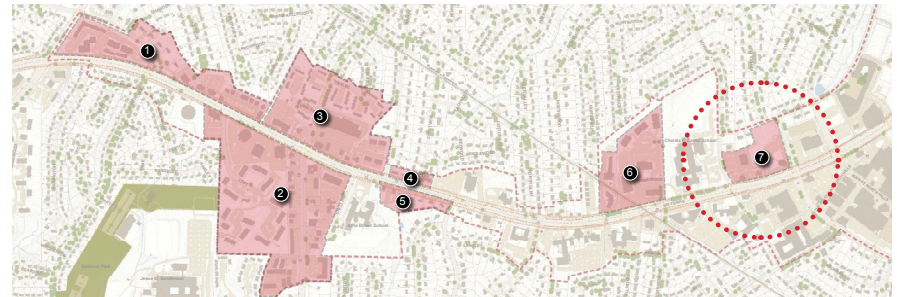
- Office Campus

 Future Land Use in 2030 Comprehensive Plan:

- Regional Retail Mixed Use

Opportunity:

- Property width and depth allow for walkable development
- Opportunity for Mixed Use - vertical and horizontal
- Street connection to residential neighborhood creates walkable and bikeable destination
- Adjacency to North Hills creates synergy opportunities







1. Take what we have learned today and create a design that responds to what you have told us is important:
  - A sense of place that is “Uniquely Midtown”
  - Enhanced fluidity of movement
  - Environmental sensitivity
  - Connectivity for residents, workers, students, and visitors
  - Transportation modes of all types
  - Neighborhood gateways
  - “An irresistible gathering place”
2. Bring design back and share it with you for refinement and your feedback.